

REMARKS

In response to and following the same order as the various paragraphs of the Office Action, the applicants offer the following remarks.

1. The applicants have noted the Examiner's objection to the drawings as informal and propose to make appropriate corrections upon receipt of a Notice of Allowance.

2. The Office Action objects to the disclosure because it contains several informalities. The applicants have reviewed and revised the specification extensively, as detailed above, and respectfully submit that the objections have been overcome.

3. The Office Action rejects claims 1-3 under 35 U.S.C. § 112, second paragraph, as being indefinite for failing to particularly point out and distinctly claim the subject matter which the applicants regard as their invention. The rejection of claims 1 and 2 is rendered moot, for purposes of the present application, because the applicants have cancelled claims 1 and 2 without prejudice. Claim 3 has been amended to more clearly define the claimed invention and, as amended, complies with the requirements of Section 112, second paragraph.

4-5. The Office Action rejects claims 1 and 2 as unpatentable over U.S. Patent No. 4,687,258 (Astley) in view of U.S. Patent No. 3,687,082 (Burke, Jr.) and U.S. Patent No. 5,039,038 (Nichols). The rejection of claims 1 and 2 is rendered moot, for purposes of the present application, because the applicants have cancelled claims 1 and 2 without

prejudice. Nevertheless, to further prosecution of added claims 4-24, the applicants have reviewed the cited references and provide the following comments.

Astley is directed to a remote control system for a locomotive featuring an air link between the train air brake and the independent locomotive brake line. The controller mounted on the locomotive is designed to accept speed and brake settings from the transmitter carried by the operator. There is no suggestion, however, to use a sensor on the locomotive to measure actual speed to enable positive speed regulation, either by applying tractive power or braking power to maintain the actual locomotive speed as close as possible to a set point.

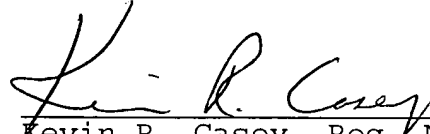
The Burke, Jr. and Nichols references are only of general interest to the subject invention. Accordingly, it appears unnecessary to discuss these references in detail at this time.

6. The Office Action states that "Claim 3 would be allowable if rewritten or amended to overcome the rejection under 35 U.S.C. § 112." The applicants have amended claim 3 to overcome the Section 112 rejection and, therefore, submit that claim 3 is in condition for allowance.

The rejections under 35 U.S.C. §§ 103 and 112 and the objections should all be withdrawn. Favorable action is earnestly solicited. Finally, the Examiner is invited to call the applicants' undersigned representative if any further amendment will expedite the prosecution of the

application or if there is any suggestion or question concerning the application or the present Amendment.

Respectfully Submitted,



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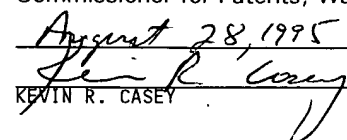
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Dated: August 28, 1995

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August 28, 1995


KEVIN R. CASEY

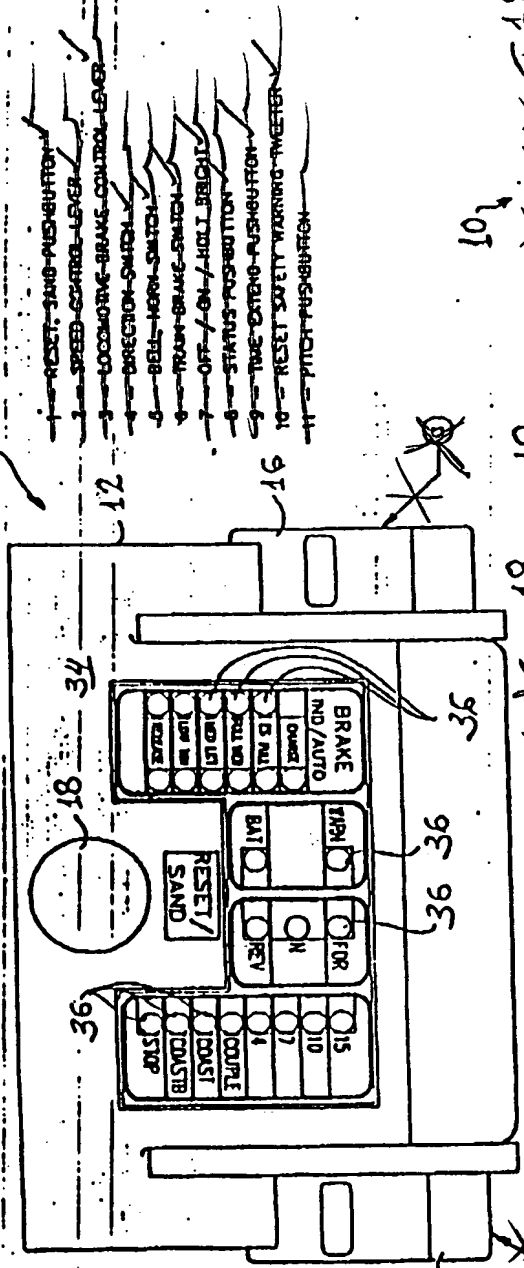


Fig. 1

- 1 - RESET - SAND - PUSH-BUTTON
- 2 - SPEED - CONTROL - LEVER
- 3 - LOCOMOTIVE - BRAKE - CONTROL - LEVER
- 4 - DIRECTION - SWITCH
- 5 - BELL - HORN - SWITCH
- 6 - TRAM - BRAKE - SWITCH
- 7 - OFF - ON - HOLL - BELL
- 8 - STATUS - PUSH-BUTTON
- 9 - TUNE - EXTEND - PUSH-BUTTON
- 10 - RESET - SAFETY - WARNING - TWEETER
- 11 - PILOT - PUSH-BUTTON

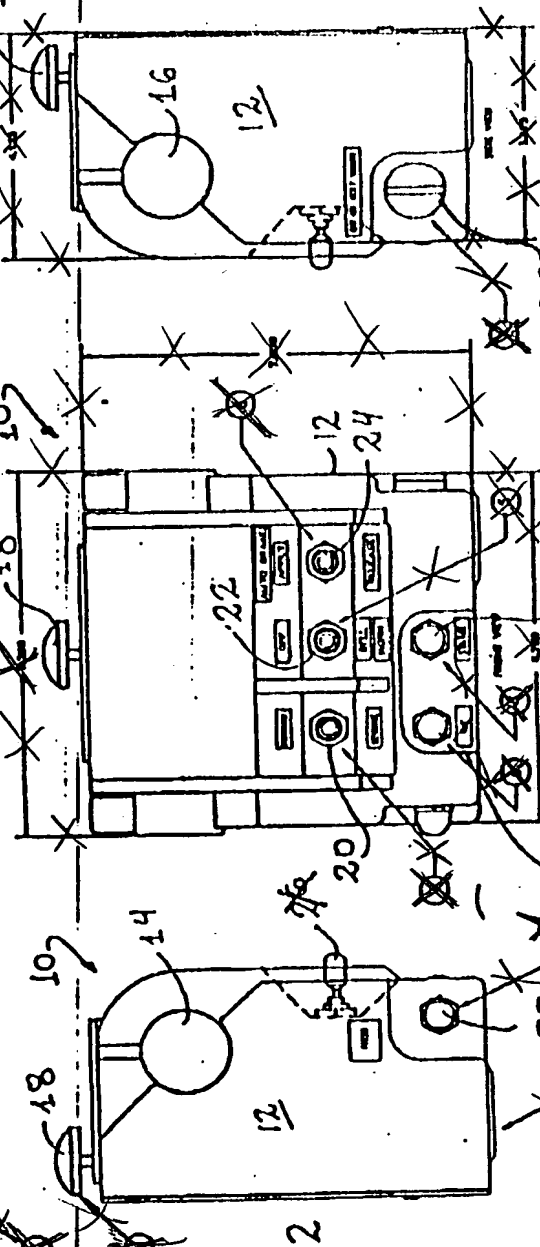


Fig. 2

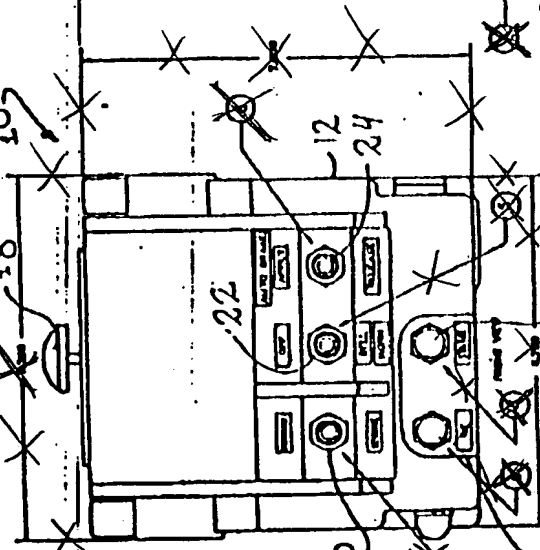


Fig. 3
TYPICAL LAYOUT & DIMENSION
FOR REFERENCE ONLY

FIGURE 4-2

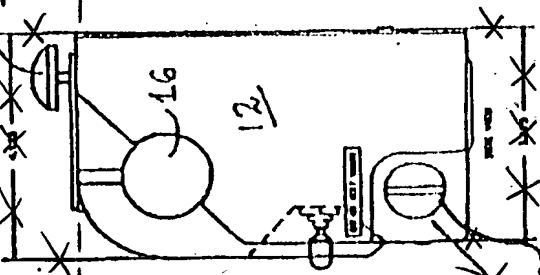


Fig. 4

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FIG. 3

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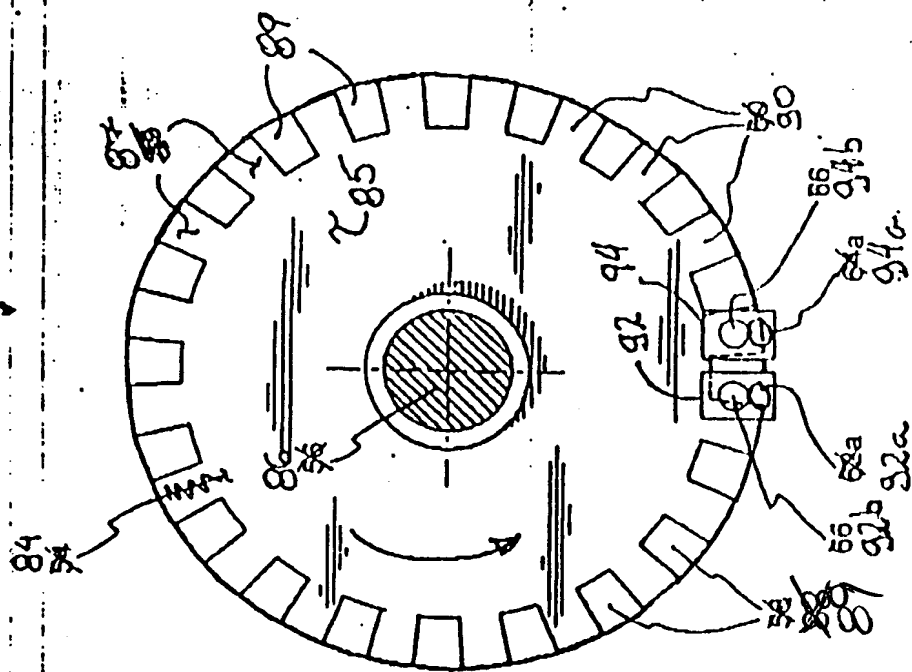


FIG. 11

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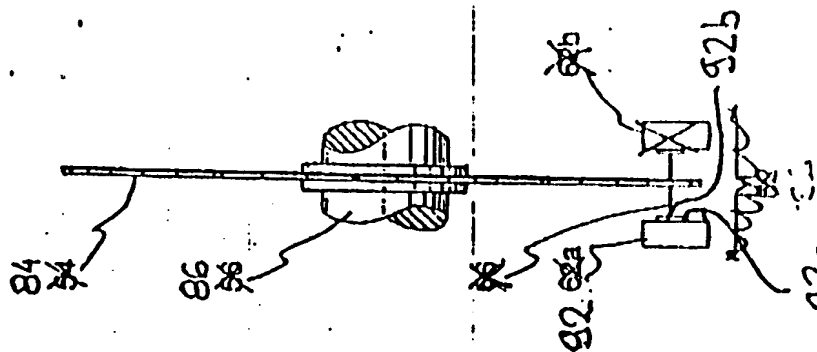


FIG. 12

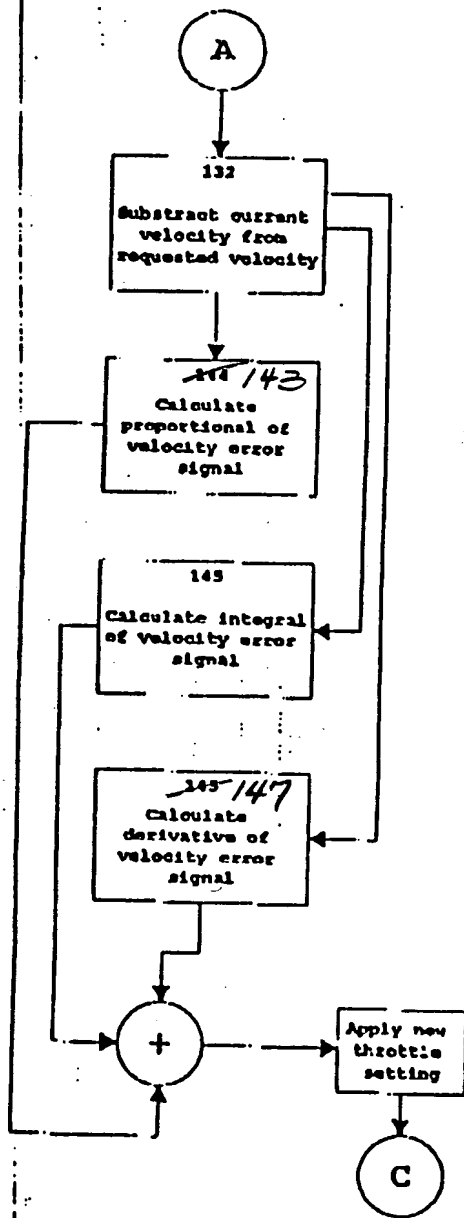


Fig. 14b

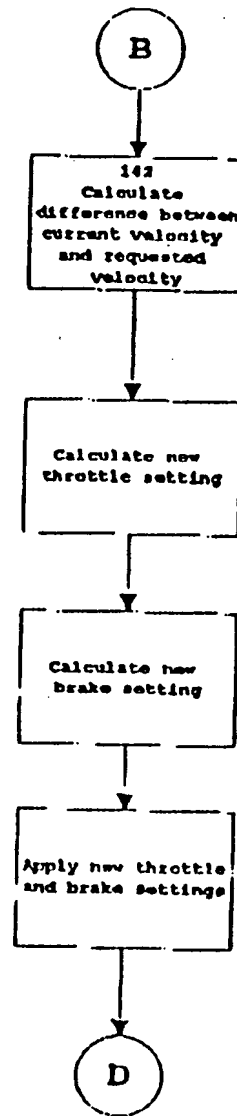


Fig. 14c

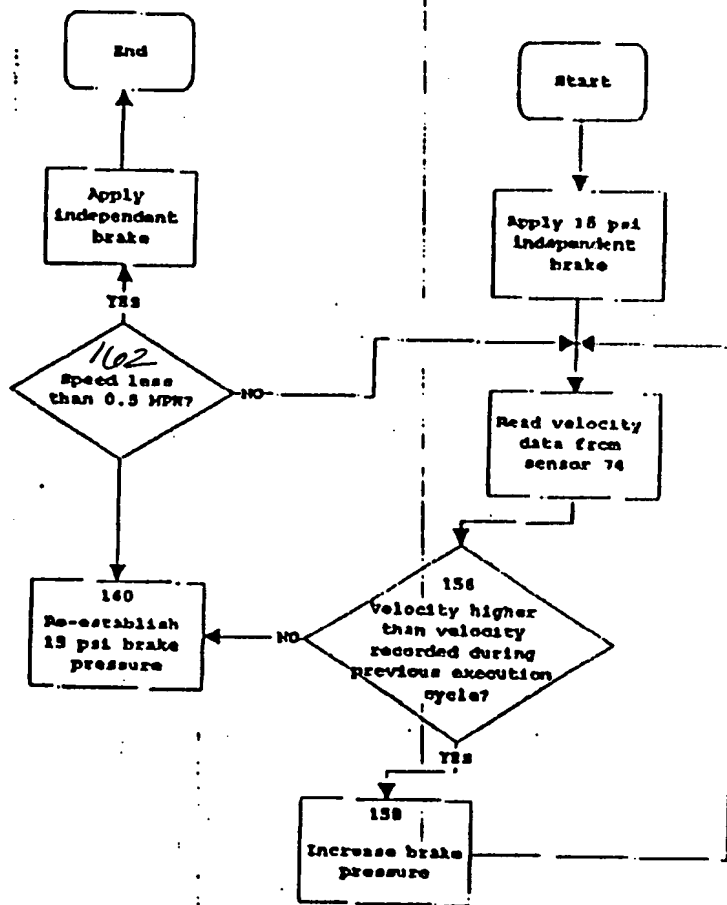
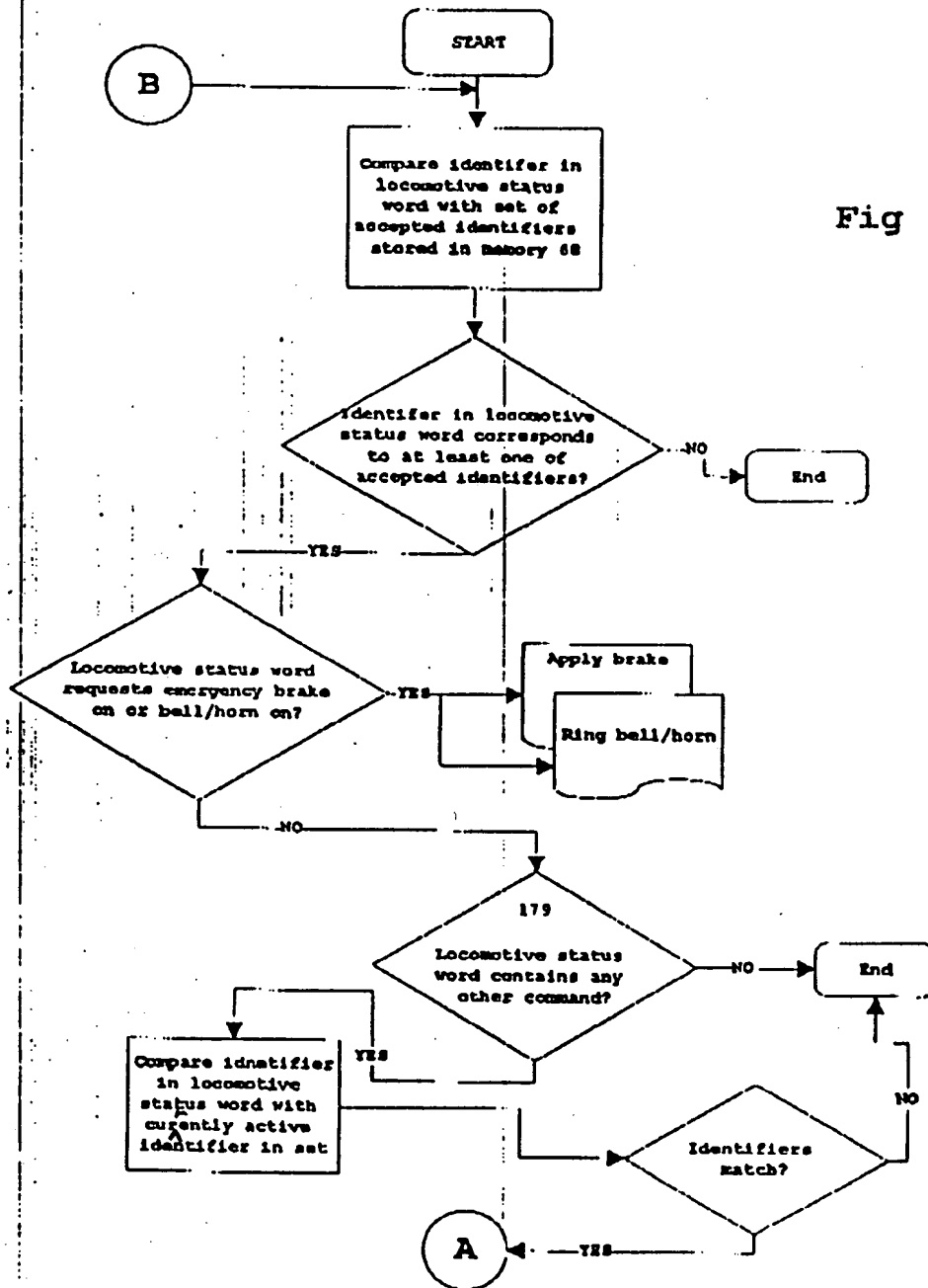


Fig 16b



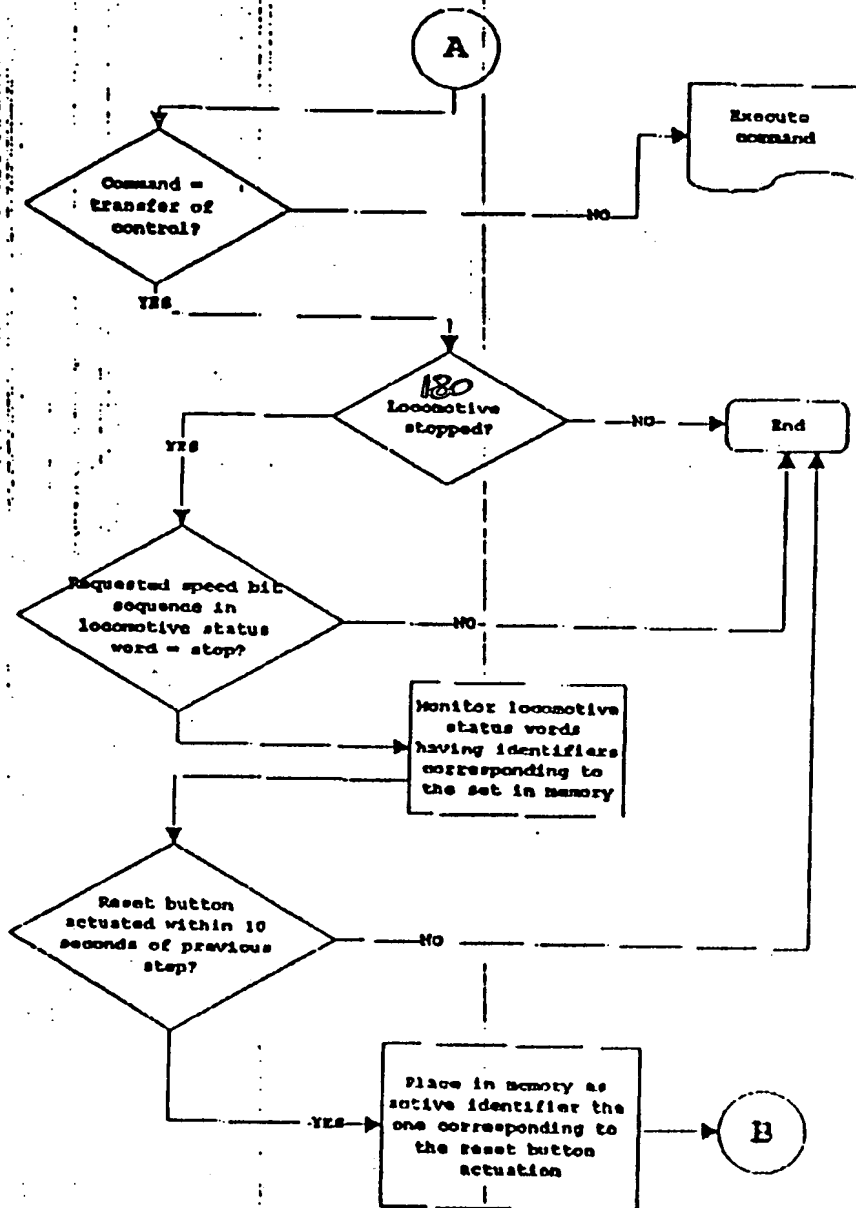


Fig. 17b